

Calvert
Camp
Campbell
Canseco
Cantor
Capito
Carney
Carter
Cassidy
Chabot
Chaffetz
Chandler
Coble
Coffman (CO)
Cole
Conaway
Cravaack
Crawford
Crenshaw
Culberson
Davis (KY)
Denham
Dent
DesJarlais
Diaz-Balart
Dold
Dreier
Duffy
Duncan (SC)
Duncan (TN)
Ellmers
Emerson
Farenthold
Fincher
Fitzpatrick
Flake
Fleischmann
Fleming
Flores
Forbes
Fortenberry
Foxx
Franks (AZ)
Frelinghuysen
Gallegly
Gardner
Garrett
Gerlach
Gibbs
Gibson
Gingrey (GA)
Gohmert
Goodlatte
Gosar
Gowdy
Granger
Graves (GA)
Graves (MO)
Griffin (AR)
Griffith (VA)
Grimm
Guinta
Guthrie
Harper
Harris
Hartzler
Hastings (WA)
Hayworth
Heck
Heller
Hensarling
Herger
Herrera Beutler
Holden

NAYS—175

Ackerman
Andrews
Baca
Baldwin
Barrow
Bass (CA)
Becerra
Berkley
Berman
Bishop (GA)
Bishop (NY)
Blumenauer
Boswell
Brady (PA)
Braley (IA)
Brown (FL)
Butterfield
Capps
Capuano
Cardoza
Carnahan
Carson (IN)
Castor (FL)

Huelskamp
Huizenga (MI)
Hultgren
Hunter
Hurt
Issa
Jenkins
Johnson (IL)
Johnson (OH)
Johnson, Sam
Jones
Jordan
Kelly
King (IA)
King (NY)
Kingston
Kinzinger (IL)
Kissell
Kline
Labrador
Lamborn
Lance
Landry
Lankford
Latham
LaTourette
Latta
Lewis (CA)
LoBiondo
Long
Lucas
Luetkemeyer
Lummis
Lungren, Daniel
E.
Mack
Manzullo
Marchant
Marino
Matheson
McCarthy (CA)
McCaul
McClintock
McCotter
McHenry
McIntyre
McKeon
McKinley
McMorris
Rodgers
Meehan
Mica
Miller (FL)
Miller (MI)
Miller, Gary
Mulvaney
Murphy (PA)
Myrick
Neugebauer
Noem
Nugent
Nunes
Nunnelee
Olson
Palazzo
Paul
Paulsen
Pearce
Pence
Peters
Peterson
Petri
Pitts
Platts

Poe (TX)
Pompeo
Posey
Price (GA)
Quayle
Rahall
Reed
Rehberg
Reichert
Renacci
Ribble
Rigell
Rivera
Robby
Roe (TN)
Rogers (AL)
Rogers (KY)
Rogers (MI)
Rohrabacher
Rokita
Rooney
Ros-Lehtinen
Roskam
Ross (AR)
Ross (FL)
Royce
Runyan
Ryan (WI)
Scalise
Schilling
Schmidt
Schock
Schradler
Schweikert
Scott (SC)
Scott, Austin
Sensenbrenner
Sessions
Shimkus
Shuler
Shuster
Simpson
Smith (NE)
Smith (NJ)
Smith (TX)
Southernland
Stearns
Stivers
Stutzman
Sullivan
Terry
Thompson (PA)
Thornberry
Tiberi
Tipton
Turner
Upton
Walberg
Walden
Walsh (IL)
Webster
West
Westmoreland
Whitfield
Wilson (SC)
Wittman
Wolf
Womack
Woodall
Yoder
Young (AK)
Young (FL)
Young (IN)

Heinrich
Higgins
Himes
Hinchey
Hirono
Holt
Honda
Hoyer
Inslie
Israel
Jackson (IL)
Jackson Lee
(TX)
Johnson (GA)
Johnson, E. B.
Kaptur
Keating
Kildee
KIND
Kucinich
Langevin
Larsen (WA)
Larson (CT)
Lee (CA)
Levin
Lewis (GA)
Lipinski
Loebach
Lofgren, Zoe
Lowey
Lujan
Lynch
Maloney
Markay
Matsui
McCarthy (NY)
McCollum

NOT VOTING—5

Giffords
Hall

□ 1451

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

HOUR OF MEETING ON TOMORROW

Mr. WESTMORELAND. Madam Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 10 a.m. tomorrow.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

COMMUNICATION FROM CHAIR OF COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE.

The SPEAKER pro tempore laid before the House the following communication from the Chair of the Committee on Transportation and Infrastructure; which was read and, without objection, referred to the Committee on Appropriations:

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, March 2, 2011.

Hon. JOHN BOEHNER,
Speaker of the House, House of Representatives,
The Capitol, Washington, DC.

DEAR MR. SPEAKER: On February 16, 2011, pursuant to the provisions of 40 U.S.C. 3307, the Committee on Transportation and Infrastructure met in open session to consider a resolution related to the General Services Administration's (GSA) FY2011 Capital Investment and Leasing Program. The resolution authorizes the consolidation of the operations of the National Gallery of Art and the Federal Trade Commission that will result in

Schakowsky
Schiff
Schwartz
Scott (VA)
Scott, David
Serrano
Sewell
Sherman
Sires
Slaughter
Smith (WA)
Speier
Stark
Sutton
Thompson (CA)
Thompson (MS)
Tierney
Tonko
Towns
Tsongas
Van Hollen
Velázquez
Visclosky
Walz (MN)
Wasserman
Schultz
Waters
Watt
Waxman
Weiner
Welch
Wilson (FL)
Woolsey
Wu
Yarmuth

savings to the federal government. The Committee adopted the resolution by voice vote with a quorum present.

Enclosed is a copy of the resolution adopted by the Committee on February 16, 2011.

Sincerely,

JOHN L. MICA,
Chairman.

Enclosure.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC.

COMMITTEE RESOLUTION

FEDERAL TRADE COMMISSION/NATIONAL GALLERY OF ART CONSOLIDATION

Whereas, the General Services Administration proposed in Lease Prospectus PDC-14-WA11 to the U.S. House Committee on Transportation and Infrastructure a request to lease up to 427,000 square feet for the Federal Trade Commission in addition to the 306,000 square feet of space in the Apex building currently housing part of the Federal Trade Commission operations;

Whereas, a proposed alternate plan to consolidate space currently leased or occupied by the Federal Trade Commission and National Gallery of Art can save taxpayers nearly 1/3 billion dollars and meet both agencies' current and future space requirements;

Whereas, the National Gallery of Art currently leases 60,000 square feet of space and will require an additional 150,000 square feet of space for future use;

Whereas, the Federal Trade Commission currently uses only 160,000 square feet of the 306,000 gross square foot building located at 600 Pennsylvania Avenue, NW, to house approximately 450 federal employees, resulting in an inefficient use of the building, creating waste and costing the taxpayer;

Whereas, only 3% of the space in the building located at 600 Pennsylvania Avenue, NW is designated as actual hearing space for Federal Trade Commission operations;

Whereas, the Federal Trade Commission also leases two additional locations in the District of Columbia totaling 220,000 square feet and 56,000 square feet, respectively;

Whereas, on May 13, 2010, the General Services Administration submitted a prospectus number PDC-14-WA11 to the Committee on Transportation and Infrastructure for an additional 150,000 square feet of leased space for the Federal Trade Commission;

Whereas, President Franklin D. Roosevelt, in laying the cornerstone for the building at 600 Pennsylvania Avenue, NW, did so to consolidate government operations out of scattered space into consolidated space "to save the taxpayers' money";

Whereas, President Barack Obama's Presidential Memorandum of June 10, 2010, in accordance with Executive Order 13327 issued by President George W. Bush, requires federal agencies to maximize the utilization and efficiency of space;

Whereas, the management of federal real property was placed on the Government Accountability Office's "High Risk" list in 2003 where it remains today;

Whereas, the Government Accountability Office concluded, regarding the use of aging buildings that "[m]any of these assets and organizational structures are no longer needed; others are not effectively aligned with, or responsive to, agencies' changing missions. At the same time, technological advances have changed workplace needs, and many of the older buildings are not configured to accommodate new technologies";

Whereas, it is in the national interest to maximize use of federal space and save taxpayer dollars through the more efficient use of space consistent with federal policies;

Whereas, the National Gallery of Art was created in 1937 for the people of the United States by Congress as an independent "bureau" of the Smithsonian Institution as codified in 20 United States Code §72;

Whereas, the National Gallery of Art is a federal government-owned organization;

Whereas, Congress provides funds to maintain the National Gallery of Art to ensure it remains open to the general public free of charge as codified in 20 United States Code §74;

Whereas, the National Gallery of Art receives 80% of its funding through Federal appropriations;

Whereas, 75% of National Gallery of Art employees are federal employees;

Whereas, the 30-year net present value of the savings to the taxpayer realized from consolidating the National Gallery of Art's leased space into government owned space is \$145 million;

Whereas, the building located at 600 Pennsylvania Avenue, NW would require more than \$137 million in taxpayer funded renovations for continued use by the Federal Trade Commission as office space;

Whereas, the National Gallery of Art has authority to and shall raise and use private funds to renovate the building at 600 Pennsylvania Avenue, NW for the benefit of the American people;

Whereas, renovating the building at 600 Pennsylvania Avenue, NW will preserve a historic building and maximize its use by the American people;

Whereas, the space in the building located at 600 Pennsylvania Avenue, NW would be optimally located and adjacent to the National Gallery of Art West and East wings providing additional space consistent with the mission of the National Gallery of Art as codified in law;

Whereas, such use of the 600 Pennsylvania Avenue, NW building would complete the cultural triangle in the District of Columbia;

Whereas, relocating the Federal Trade Commission into lower maintenance and more energy efficient space will further save taxpayer dollars;

Whereas, there are significant savings in consolidations of operations—employee shuttle, child care, communications and operational efficiencies.

Therefore, be it resolved by the Committee on Transportation and Infrastructure of the U.S. House of Representatives, that, pursuant to title 40 U.S.C. §3307(a), the Administrator of General Services shall transfer administrative jurisdiction and custody and control of the building located at 600 Pennsylvania Avenue, NW, Washington, D.C. to the National Gallery of Art and relocate the Federal Trade Commission, currently located at 600 Pennsylvania Avenue, NW, Washington, D.C. to (1) up to 200,000 usable square feet of space located in Federal Office Building Number 8, Southwest, District of Columbia; (2) 1800 F Street, NW, District of Columbia; or (3) such other building in the District of Columbia owned by the Government that the Administrator of General Services considers appropriate.

It is further resolved, that the Administrator of General Services is authorized to consolidate Federal Trade Commission operations in the District of Columbia into efficient, modern government-owned space.

Provided, that no appropriated funds shall be used for the initial renovation, remodeling, or reconstruction of the building at 600 Pennsylvania Avenue, NW, Washington, D.C.

Provided further, that terms and conditions, including rental rate, applied to the Federal Trade Commission by the Administrator of General Services, for use of the building located at 600 Pennsylvania Avenue, NW, Washington, D.C. shall apply to replacement

space provided by the Administrator of General Services pursuant to this resolution for no more than ten (10) years after the relocation of the Federal Trade Commission.

Provided further, that the General Services Administration shall not delegate to any other agency the authority granted by this resolution.

Adopted: February 16, 2011.

JOHN L. MICA, M.C.,
Chairman.

There was no objection.

SURFACE TRANSPORTATION EXTENSION ACT OF 2011

Mr. MICA. Madam Speaker, pursuant to House Resolution 128, I call up the bill (H.R. 662) to provide an extension of Federal-aid highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a multiyear law reauthorizing such programs, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 128, the bill is considered read.

The text of the bill is as follows:

H.R. 662

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; RECONCILIATION OF FUNDS.

(a) SHORT TITLE.—This Act may be cited as the "Surface Transportation Extension Act of 2011".

(b) RECONCILIATION OF FUNDS.—The Secretary of Transportation shall reduce the amount apportioned or allocated for a program, project, or activity under this Act in fiscal year 2011 by amounts apportioned or allocated pursuant to the Surface Transportation Extension Act of 2010 and the Surface Transportation Extension Act of 2010, Part II for the period beginning on October 1, 2010, and ending on March 4, 2011.

(c) TABLE OF CONTENTS.—

Sec. 1. Short title; reconciliation of funds.

TITLE I—FEDERAL-AID HIGHWAYS

Sec. 101. Extension of Federal-aid highway programs.

TITLE II—EXTENSION OF HIGHWAY SAFETY PROGRAMS

Sec. 201. Extension of National Highway Traffic Safety Administration highway safety programs.

Sec. 202. Extension of Federal Motor Carrier Safety Administration programs.

Sec. 203. Additional programs.

TITLE III—PUBLIC TRANSPORTATION PROGRAMS

Sec. 301. Allocation of funds for planning programs.

Sec. 302. Special rule for urbanized area formula grants.

Sec. 303. Allocating amounts for capital investment grants.

Sec. 304. Apportionment of formula grants for other than urbanized areas.

Sec. 305. Apportionment based on fixed guideway factors.

Sec. 306. Authorizations for public transportation.

Sec. 307. Amendments to SAFETEA-LU.

Sec. 308. Level of obligation limitations.

TITLE IV—EXTENSION OF EXPENDITURE AUTHORITY

Sec. 401. Extension of expenditure authority.

TITLE I—FEDERAL-AID HIGHWAYS

SEC. 101. EXTENSION OF FEDERAL-AID HIGHWAY PROGRAMS.

(a) IN GENERAL.—Section 411 of the Surface Transportation Extension Act of 2010 (Public Law 111-147; 124 Stat. 78) is amended—

(1) by striking "the period beginning on October 1, 2010, and ending on March 4, 2011" each place it appears (except in subsection (c)(2)) and inserting "fiscal year 2011"; and

(2) in subsection (a) by striking "March 4, 2011" and inserting "September 30, 2011".

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 411(b)(2) of the Surface Transportation Extension Act of 2010 (124 Stat. 79) is amended by striking "¹⁵⁵/₃₆₅ of".

(c) USE OF FUNDS.—Section 411(c) of the Surface Transportation Extension Act of 2010 (124 Stat. 79) is amended—

(1) in paragraph (2)—

(A) by striking "¹⁵⁵/₃₆₅ of"; and

(B) by striking "the period beginning on October 1, 2010, and ending on March 4, 2011," and inserting "fiscal year 2011";

(2) in paragraph (4)—

(A) in subparagraph (A)(ii) by striking "except that during such period obligations subject to such limitation shall not exceed ¹⁵⁵/₃₆₅ of the limitation on obligations included in an Act making appropriations for fiscal year 2011"; and

(B) in subparagraph (B)(ii)(II) by striking "\$271,356,164" and inserting "\$639,000,000"; and

(3) by striking paragraph (5);

(d) EXTENSION AND FLEXIBILITY FOR CERTAIN ALLOCATED PROGRAMS.—Section 411(d) of the Surface Transportation Extension Act of 2010 (124 Stat. 80) is amended—

(1) by striking "¹⁵⁵/₃₆₅ of" each place it appears; and

(2) in paragraph (4)(A) by striking "2009" and inserting "2010".

(e) EXTENSION OF AUTHORIZATIONS UNDER TITLE V OF SAFETEA-LU.—Section 411(e) of the Surface Transportation Extension Act of 2010 (124 Stat. 82) is amended—

(1) in paragraph (1)(B) by striking "¹⁵⁵/₃₆₅"; and

(2) in paragraph (3)(A) by striking "2009" and inserting "2010".

(f) ADMINISTRATIVE EXPENSES.—Section 412(a)(2) of the Surface Transportation Extension Act of 2010 (Public Law 111-147; 124 Stat. 83) is amended to read as follows:

"(2) \$422,425,000 for fiscal year 2011."

TITLE II—EXTENSION OF HIGHWAY SAFETY PROGRAMS

SEC. 201. EXTENSION OF NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY SAFETY PROGRAMS.

(a) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2001(a)(1) of SAFETEA-LU (119 Stat. 1519) is amended by striking "and \$99,795,000 for the period beginning on October 1, 2010, and ending on March 4, 2011." and inserting "and \$235,000,000 for fiscal year 2011."

(b) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2001(a)(2) of SAFETEA-LU (119 Stat. 1519) is amended by striking "and \$45,967,000 for the period beginning on October 1, 2010, and ending on March 4, 2011." and inserting "and \$108,244,000 for fiscal year 2011."

(c) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2001(a)(3) of SAFETEA-LU (119 Stat. 1519) is amended by striking "and \$10,616,000 for the period beginning on October 1, 2010, and ending on March 4, 2011." and inserting "and \$25,000,000 for fiscal year 2011."

(d) SAFETY BELT PERFORMANCE GRANTS.—Section 2001(a)(4) of SAFETEA-LU (119 Stat. 1519) is amended by striking "and \$52,870,000 for the period beginning on October 1, 2010, and ending on March 4, 2011." and inserting "and \$124,500,000 for fiscal year 2011."